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SUBJECT Tabulation of Steam Locomotives
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THIS IS UNEVALUATED INFORMATION

25X1 The following information was excerpted from the monthly tabulation of steam locomotives, status of 31 December 1952

1. Total stock of locomotives available in East Germany:
(Appears on page 2)

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| | Service- able | Park of Operational Locomotives Under Repair in Railroad Maintenance Shop | in Railroad Repair Shop | Scheduled for Rail- road Repair Shop | Total | Damaged Locomo- tives | Grand Total | Remarks |
|---|------------------|---|----------------------------|---|-------|-----------------------------|----------------|--|
| State-owned Locomotives | 3,029 | 387 | 825 | 645 | 4,886 | 584 | 5,470 | |
| including coal dust fired locomotives | 33 | 9 | 17 | 19 | 78 | 0 | 78 | |
| Column Locomotives | 508 | 21 | 29 | 13 | 371 | 0 | 371 | including: 18 type 01, 86 type 50, and 267 type 52 loco- motives |
| Foreign-owned Locomotives | 23 | 1 | 4 | 8 | 36 | 878 | 914 | |
| Narrow-gauge Locomotives | 144 | 24 | 39 | 7 | 214 | 4 | 218 | including: 17 locomotives of 600-mm gauge, 150 of 750 mm gauge, 5 of 900 mm gauge, and 46 of 1,000 mm gauge |

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2. Of the state-owned locomotives, 18 were parked as a reserve for the Directorate General, Railroads, Berlin, and none for the regional railroad headquarters.²
3. Of the column locomotives, 210 were operational and 98 were being kept cold as a reserve.³
4. In December, one foreign-owned locomotive was transferred to the park of state-owned locomotives.
5. A total of 152 locomotives of various types were hired out to industrial enterprises for factory requirements.⁴

- 25X1 Comment. The tabulations contain additional information on the types of locomotives available and the number of locomotives repaired in railroad repair shops and railroad maintenance shops during December 1952. As compared with the tabulation of November, the number of state-owned locomotives increased by one locomotive which was transferred from the park of foreign-owned locomotives. Six locomotives of the park of damaged locomotives were transferred to the park of operational locomotives. The total of operational locomotives increased by two. The number of coal-dust fired locomotives decreased by one, probably the locomotive added in November. The total number of column locomotives remained constant, while the number of serviceable column locomotives increased by three units. The total of foreign-owned locomotives decreased by 1, which was transferred to the park of state-owned locomotives. The number of narrow-gauge locomotives remained constant.
- 25X1 2. Comment. The locomotive reserves of the Directorate General, Railroads, Berlin, and of the regional railroad headquarters decreased by 17 and 7 locomotives respectively, probably, because of operational difficulties resulting in a high number of undispatched cars and seasonal reasons.
- 25X1 3. Comment. The number of operational column locomotives rose by 31 units, while that of locomotives kept in reserve dropped by 28. The difference of three locomotives results from the increased number of serviceable locomotives.
- 25X1 4. Comment. In November 1952, 139 locomotives were hired out to industrial enterprises.

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